Free EASA Part-66 Sample Questions

10 realistic EASA Part-66 practice questions with detailed answer explanations — Skylicence Europe

Question 1 — Module 10 — Legislation (CRS)

After scheduled maintenance on a large aircraft, who is authorised to sign the Certificate of Release to Service (CRS)?

A. Any qualified engineer who performed the work

B. Certifying staff holding the appropriate Part-66 licence category and, where required, the relevant type rating for that aircraft

C. The aircraft owner or operator

D. A representative of the national aviation authority

■ Correct answer: B. B. Certifying staff holding the appropriate Part-66 licence category and, where required, the relevant type rating for that aircraft

Explanation: Under Part-66 (66.A.20) and Part-M (M.A.801), the CRS must be signed by certifying staff holding the appropriate licence category (A, B1, B2 or B3) and, where applicable, the relevant aircraft type rating.

Reference: Regulation (EU) No 1321/2014 — Part-66 66.A.20, Part-M M.A.801

Question 2 — Module 10 — EASA Form 1

Which document certifies that a component has been released to service in accordance with approved data after maintenance?

A. The EASA Form 1 (authorised release certificate)

B. The Certificate of Release to Service (CRS)

C. The Airworthiness Review Certificate (ARC)

D. The Certificate of Registration

■ Correct answer: A. A. The EASA Form 1 (authorised release certificate)

Explanation: The EASA Form 1 is the authorised release certificate used to certify that a component has been released to service in accordance with approved data. The CRS is used for the aircraft as a whole.

Reference: Regulation (EU) No 1321/2014 — Part-M Appendix II (EASA Form 1)

Question 3 — Module 10 — Examinations

What is the minimum pass mark for every EASA Part-66 basic knowledge module examination?

A. 60%

B. 70%

C. 75%

D. 80%

■ Correct answer: C. C. 75%

Explanation: Every Part-66 basic knowledge module examination requires a pass mark of 75% (66.A.25). On Module 10 (64 questions), 75% means at least 48 correct answers.

Reference: Regulation (EU) No 1321/2014 — Part-66 66.A.25

Question 4 — Module 10 — Licence Categories

Which EASA Part-66 licence category authorises the holder to certify avionics systems?

A. Category A (line maintenance)

B. Category B1 (mechanical)

C. Category B2 (avionics)

D. Category B3 (piston helicopters)

■ Correct answer: C. C. Category B2 (avionics)

Explanation: Category B2 covers avionics systems — electrical, electronic, instrument and communication/navigation systems. B1 covers the mechanical side, A covers limited line maintenance tasks, and B3 is specific to non-pressurised piston-engine helicopters.

Reference: Regulation (EU) No 1321/2014 — Part-66 66.A.20, Appendix I

Question 5 — Module 9 — Human Factors

In aviation maintenance, the "Dirty Dozen" refers to:

A. Twelve common human error conditions such as fatigue, stress, complacency, lack of communication and lack of knowledge
B. The twelve compulsory maintenance tasks on every aircraft
C. The twelve modules required for a B2 licence
D. The twelve inspectors of the national aviation authority

■ Correct answer: A. A. Twelve common human error conditions such as fatigue, stress, complacency, lack of communication and lack of knowledge

Explanation: The Dirty Dozen lists the twelve most common human error conditions in aviation maintenance: lack of communication, complacency, lack of knowledge, distraction, lack of teamwork, fatigue, lack of resources, pressure, lack of assertiveness, stress, lack of awareness and norms.

Reference: Part-66 Module 9 — Human Factors (M9.4–M9.8)

Question 6 — Module 3 — Electrical Fundamentals

In a DC circuit, Ohm's Law states that:

A. Voltage equals current multiplied by resistance (V = I × R)
B. Power equals voltage divided by current (P = V / I)
C. Current equals voltage multiplied by resistance (I = V × R)
D. Resistance equals voltage multiplied by current (R = V × I)

■ Correct answer: A. A. Voltage equals current multiplied by resistance (V = I × R)

Explanation: Ohm's Law states that the voltage across a conductor is directly proportional to the current flowing through it, with resistance as the constant of proportionality: V = I × R.

Reference: Part-66 Module 3 — Electrical Fundamentals (M3.5)

Question 7 — Module 11 — Aeroplane Systems (Landing Gear)

During a retraction test of a main landing gear on a transport category aircraft, the gear fails to lock in the down position. Hydraulic system pressure is within limits. What is the MOST likely cause?

A. A failed downlock microswitch
B. Insufficient hydraulic fluid return flow
C. A damaged or misadjusted downlock spring or actuator mechanism
D. Excessively high ambient temperature causing viscosity loss

■ Correct answer: C. C. A damaged or misadjusted downlock spring or actuator mechanism

Explanation: When hydraulic pressure is normal but the gear does not lock down, the mechanical downlock mechanism is the primary suspect. A failed microswitch affects the indication (lights/warnings), not the actual locking function.

Reference: Part-66 Module 11 — Aeroplane Systems (M11.13 Landing Gear), AMM Chapter 32

Question 8 — Module 6 — Materials & Hardware (NDT)

Which non-destructive testing method is most suitable for detecting surface cracks in ferromagnetic materials?

A. Magnetic particle inspection
B. Ultrasonic testing
C. X-ray radiography
D. Visual inspection only

■ Correct answer: A. A. Magnetic particle inspection

Explanation: Magnetic particle inspection is the method of choice for detecting surface and near-surface cracks in ferromagnetic materials (steel, nickel). Ultrasonic and radiography detect internal defects.

Reference: Part-66 Module 6 — Materials and Hardware (M6.10), Module 7 (M7.4)

Question 9 — Module 15 — Gas Turbine Engines

In a gas turbine engine, what is the primary purpose of the compressor?

A. To increase the pressure of the incoming air before combustion
B. To ignite the fuel-air mixture
C. To extract energy from the exhaust gases
D. To cool the turbine blades

■ Correct answer: A. A. To increase the pressure of the incoming air before combustion

Explanation: The compressor raises the pressure of the incoming air before it enters the combustion chamber. Combustion adds heat at high pressure, and the turbine extracts energy from the hot gases — part drives the compressor, the rest produces thrust.

Reference: Part-66 Module 15 — Gas Turbine Engine (M15.4–M15.8)

Question 10 — Module 7 — Maintenance Practices (Torque)

When using a torque wrench with an extension that is not in line with the fastener, what must the technician take into account?

A. The torque value must be recalculated using the extension length formula
B. Nothing — the torque reading is always correct
C. The torque value must always be increased by 10%
D. The extension must be removed because torque wrenches cannot be used with extensions

■ Correct answer: A. A. The torque value must be recalculated using the extension length formula

Explanation: When an extension (crowfoot, adapter) is offset from the line of the fastener, the effective lever arm changes and the applied torque differs from the wrench reading. In-line extensions do not change the torque value.

Reference: Part-66 Module 7 — Maintenance Practices (M7.3)